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## BOOK DEPARTMENT.

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### NOTES.

A RECENT REPORT of the French Labor Bureau summarizes in convenient form the German and Austrian experience in the matter of labor accident insurance.<sup>1</sup> The volume gives a brief summary of the laws in both countries and portrays in great detail the results of the laws. The statistical figures given are almost exclusively in the form of ratios, the reader being referred to the publications of the respective states for the absolute numbers. The tables deal with the frequency of accidents in different trades, the causes of accidents and the costs of insurance.

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PROFESSOR JOHN R. COMMONS has given us in "Representative Democracy"<sup>2</sup> the main arguments for direct legislation and proportional representation. The author, who is an authority on the latter subject, addresses his booklet especially to the minority parties in the country. He describes the recent Belgian law on proportional representation and the movements along this line in the United States and European countries. In his chapter on "The Representation of Interests" Professor Commons gives a most interesting and suggestive sketch of our present system of representation. There is also a chapter upon "Preferential Voting" as adapted to labor unions and voluntary associations, and a model statute for the establishment of proportional representation in cities. The most important parts of the book have already been published in the form of magazine articles.

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"CIVIL GOVERNMENT SIMPLIFIED"<sup>3</sup> is a skeleton outline of the county, state and federal governments of the United States. The author has condensed the information given under these heads in a useful and concise form. Although no attempt at a discussion of principles is made, the pamphlet will prove valuable as a guide for elementary courses in government. A similar statement of municipal

<sup>1</sup> Bases statistiques de l'Assurance contre les Accidents, d'après les résultats de l'assurance obligatoire en Allemagne et en Autriche. Pp. 234. Paris, 1899.

<sup>2</sup> Pp. 100. Paper, 25 cents. New York: Bureau of Economic Research, 35 Lafayette Place. 1900.

<sup>3</sup> By J. J. DUVAL. Pp. 35. Price, 25 cents. San Francisco: Whitaker & Ray Company, 1900.

government and of the various county and township systems in other states besides California would be useful. The pamphlet is the first number in a series of "Western Educational Helps."

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AN EXACT reprint of Professor Ely's "Outlines of Economics,"<sup>1</sup> originally published in 1893, by Hunt & Eaton, has been added to that author's "Citizens' Library of Economics, Politics and Sociology." The reduced price and more convenient form of the new edition should insure a continuance of its popularity as a text-book.

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"PAUPERIZING THE RICH;"<sup>2</sup> An Inquiry into the Value and Significance of Unearned Wealth to its Owners and to Society," by Alfred J. Ferris, is a fascinating study of the social surplus. Strong in his analysis of existing economic tendencies, epigrammatic and profuse in apt illustration of his points, and suggestive in his remedies, the author has discussed to some profit many important problems in the distribution and use of wealth. He approaches his subject from the side of the disinherited masses and their present condition. Charity workers will read with interest what he has to say about the charities of condescension and the charities of equality, including under the former all amounts, large and small, that are given in charity in the ordinary sense, and under the latter the large amounts of relief that the poor give to each other and the inheritances in all classes from the millionaire down. He claims that the sums given as seed-grain to the poor to help them to get back on the plane of independence are altogether inadequate according to the theories of our present charities of condescension, and that there is less danger of pauperizing the poor by large gifts discriminately administered than we generally suppose. Most of the charities of equality do pauperize the rich, it is asserted, and how judiciously to take the surplus from those who are harmed by its possession and to give it to those who would be benefited by its use constitutes the central theme of the book. Unfortunately the remedy proposed, viz., to take the surplus in federal taxes on a few chief products of industry where the increments of profit are large because of race progress, and to distribute the sums thus raised in quarterly dividends to every man, woman and child, though ingeniously worked out and guarded from attack, will strike most economists as too artificial to promise great results.

<sup>1</sup> Pp. xii, 432. Price, \$1.25. New York: The Macmillan Company, 1900.

<sup>2</sup> Pp. xiii, 432. Philadelphia: T. S. Leach & Co., 1899. Price, 75 cents.

A REMARKABLY THOUGHTFUL and cheery book of essays has appeared from the pen of one who has made an enviable reputation as a popular lecturer and teacher of the thinking masses. "The New Humanism: Studies in Personal and Social Development," by Edward Howard Griggs,<sup>1</sup> contains ten essays. The introductory one on the "Scientific Study of the Higher Human Life," makes an excellent contribution toward the clearing up of some of the perplexing doubts concerning the scope and validity of sociological investigation. The next five essays, on "The Evolution of Personality," "The Dynamic Character of Personal Ideals," "The Content of the Ideal of Life," "Positive and Negative Ideals," "Greek and Christian Ideals in Modern Civilization," give the author's philosophy, which is strong and inspiring though perhaps unnecessarily pagan in its emphasis. He lays entirely too much emphasis upon the non-resistance and self-abnegatory elements in Christianity and does not recognize the rise of a new spirit of aggression and manly activity in the service which the Christianity of to-day is rendering the ideal in life. The last four essays, on "The Modern Change in Ideals of Womanhood," "The Ethics of Social Reconstruction," "The New Social Ideal" and "The Religion of Humanity," deal with modern social problems in a wholesome and vigorous spirit, and are based on wide reading of current scientific literature, without being in the least technical.

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A RECENT NUMBER of the Questions of the Day Series is devoted to a discussion by Mr. Frank Hendrick, of the commission system<sup>2</sup> of regulating railways. The book contains something more than a discussion of railway commissions, as it treats of the regulation of railways in European countries as well as in the United States. The work deals with a timely and very important question, but can hardly be said to do justice to the subject.<sup>3</sup>

The author has neglected certain necessary sources, such as the reports of the state railway commissions, other than that of Massachusetts, nor has he consulted the recent reports of the Interstate Commerce Commission. There is, furthermore, no reference in the book to the valuable writings of Mr. Knapp, the chairman of the Interstate Commerce Commission; nor does the chapter on the Swiss

<sup>1</sup> Published by the author, and to be had from the American Society for the Extension of University Teaching, 111 South Fifteenth street, Philadelphia. Pp. 239. Price, \$1.60.

<sup>2</sup> *Railway Control by Commissions*. By FRANK HENDRICK. Pages 161. Price \$1.00. New York and London: G. P. Putnam's Sons, 1900.

<sup>3</sup> Contributed by Emory R. Johnson.

railways make any reference to Dr. Dietler's excellent papers published in the *ANNALS*. The treatment of railway regulation in foreign countries is so brief that it has little value, but the most serious defect of the book is the fact that the author fails to appreciate the real significance of the granger legislation. He makes only the usual depreciatory criticism, without calling attention to the important and lasting consequences of the notable movement which resulted in the granger laws. It would seem also that the author has only a superficial knowledge of the work that has been done by the Interstate Commerce Commission, and of what has been, and is now being, accomplished by the railway commissions outside of the State of Massachusetts. Indeed, he fails to appreciate the real nature of the problem with which the Interstate Commerce Commission is dealing. The book is written in an indifferent style, which adds dullness to the other defects of the work.

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A VALUABLE CONTRIBUTION to a subject that is becoming almost as vital in the United States as it is in Europe is a little pamphlet entitled "Houses for the Working Classes: How to Provide them in Town and Country."<sup>1</sup> The seven papers contained in this monograph were presented at the National Conference on the Housing of the Working Classes held in London in March, 1900, and attended by upwards of 400 delegates. To them is added a select bibliography by Mr. Sidney Webb which, from the standpoint of completeness, leaves nothing to be desired. The titles of the articles indicate with sufficient accuracy their contents. Mr. Clement Edwards discusses "Bad Housing in Rural Districts," while Miss Constance Cochrane describes "Laborers' Cottages." "Facts as to Urban Overcrowding" are given by Dr. Edward Bowmaker, and are supplemented by Mrs. Phillimore's paper on "The Existing Situation in London: Statistics of the Problem." Then follow articles on the "Powers of Local Authorities," by Councillor W. Thompson, and on "Practical Difficulties as Regards Building," by Councillor H. C. Lander. The pamphlet concludes appropriately with a statement of "General Principles" by Councillor F. Lawson Dodd. It is interesting to note that before adjourning the conference appointed a National Housing Committee to urge appropriate remedial legislation upon the attention of parliament.

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IN "CONSTITUTION AND ADMISSION OF IOWA INTO THE UNION"<sup>2</sup> the author gives a description of the government of Iowa during the

<sup>1</sup> Pp. 48. Price, 1s. London: P. S. King & Son, 1900.

<sup>2</sup> By Professor JAMES A. JAMES, of Northwestern University. Pp. 54. Johns Hopkins University Studies. Series 18, No. 7. July, 1900.

territorial period and a short discussion of the constitutions of 1844, 1846 and 1857, as well as the conventions which adopted those instruments. Considerable space is devoted to a discussion of the negro question and the bank question as they arose in Iowa.

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THE GENERAL COUNCIL of the trade unions of Germany has issued a memorial, prepared by Mr. T. Legien, setting forth the arguments in favor of the laborer's right of association, and describing the restrictions which law and custom now impose on that right in Germany.<sup>1</sup> The exciting cause of this publication seems to have been the opposition to strikes which the German government has recently manifested. In September, 1898, the German emperor was reported to have said that "anyone who incited a strike ought to be imprisoned." Though no legislation of this extreme character has yet been proposed, the advocates of trade unions in Germany seem to fear such action. The memorial gives a clear summary of the reasons in favor of labor organizations based on the views of such writers as Brentano, Kleinwachter and Lexis. This is followed by a digest of the labor laws of Germany bearing on the right of association and an account of the strikes that have occurred in that country during recent years. The principal interest of the volume to American readers is the light it throws on contemporary opinion on the labor question in the Fatherland.

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HENRY D. LLOYD'S "A Country Without Strikes"<sup>2</sup> presents a vivid picture of the operation of the compulsory arbitration law of New Zealand. When Mr. Lloyd visited that colony in February, 1899, demands for higher wages and shorter hours were being raised on all sides. He was astonished to find that instead of causing strikes and lockouts, these demands simply called for unusual activity on the part of the board of arbitration. His study of the conduct of this board and of the results of the law to which it gives practical force, has made him an earnest advocate of such a mode of settling labor disputes. The facts which he presents may well give pause to *a priori* opponents of compulsory arbitration. He shows not only that strikes and lockouts have ceased in New Zealand since the act went into force in 1894 and the country has enjoyed unprecedented prosperity, but that public opinion in the colony has swung around to general approval of

<sup>1</sup> *Das K alitionsrecht der deutschen Arbeiter in Theorie und Praxis. Denkschrift der Generalkommission der Gewerkschaften Deutschlands.* By T. LEGIEN. Pp. 224. Hamburg: Aner & Co., 1899.

<sup>2</sup> Pp. xiv, 183. Price, \$1.00. New York: Doubleday, Page & Co., 1900.

the policy of the law, opposition being now confined to matters of detail. The book is introduced by Hon. W. P. Reeves, ex-minister of labor in New Zealand and author of the compulsory arbitration law, who vouches for the accuracy of the author's statements.

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"THE MUNICIPALITY"<sup>1</sup> is a bi-monthly publication, issued by the League of Wisconsin Municipalities. The first part of the magazine appeared in July of the present year and contains an article on "The Construction and Maintenance of Streets in Wisconsin Cities" and short discussions of other municipal topics, such as electric light plants, etc. The league is doing considerable work in the education of the people, as well as in the diffusion of practical information among municipal officials.

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*Le Fédéralisme Économique*<sup>2</sup> is the title chosen by Monsieur J. Paul-Boncour for a philosophical study of the present status and future prospects of those economic or "professional" organizations which have grown up between the individual and the state, and of which trade unions may be taken as a type. Though the author has French industrial conditions and the French legal system chiefly in mind, he draws largely on foreign experience before arriving at his conclusions, and states the latter in such general terms that they have more than a local interest. After showing how empty of practical significance in France was the "right to work" established by the Revolution before it was supplemented by the "right to associate" created by the law of March 21, 1884, the author proceeds to explain the relations which in fact do prevail and in theory ought to prevail between professional organizations and the individual, on the one hand, and professional organizations and the state on the other. He maintains that trade unions and similar associations must be accorded limited sovereign power over the acts of their members, so that as they grow in number and size, an economic federation will emerge within the state, or "territorial federation," capable of performing many of the functions now regarded as political. The delimitation of the powers of the state from those of professional associations within the state contemplated by the author, is happily brought out by a reference to the relation between employer and employe. As Brentano has pointed out, the hired-labor system involves two things: (1) the sale of labor and (2) the subordination of the person of the laborer to the

<sup>1</sup> Madison, Wis. The League of Wisconsin Municipalities. Per year, \$1.00.

<sup>2</sup> Étude sur les rapports de l'individu et des groupements professionnels. Préface de M. Waldeck-Rousseau. Pp. viii, 395. Price, 8 fr. Paris: Félix Alcan, 1900.

will of the employer. The author maintains that everything connected with the sale of labor, *e. g.*, the rate of wages, the hours of labor, etc., may be left to the regulation of trade unions; but that the subordination of the person of the laborer to the will of the employer is and must always remain a matter for state regulation. As a whole the work is a valuable contribution to the growing literature treating of voluntary associations and demonstrating the prominent part which these are to play in the economic state of the future.

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BARON CHARLES GILLÈS DE PÉLICHY is the author of an exhaustive study of the regulation of labor in the principal seaports of Europe.<sup>1</sup> He divides his work into two parts, of which the first gives a general sketch of contemporary relations between laborers and employers, of the growth of labor unions, of co-operative enterprises, etc., while the second presents a detailed account of labor conditions in each of the thirteen port towns considered. Though originally designed merely as a doctor's thesis treating of Belgian ports, the study has grown to the size of a *magnum opus*, which devotes as much attention to London, Liverpool and Hull as to the ports of any continental country. The "Rules of the Amalgamated Stevedores' Labor Protection League" and of three other dockers' unions constitute an appropriate appendix to the book.

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THE LAST VOLUME to be added to the *Bibliothèque du Musée Social* is a study of "Agricultural Syndicates and their Work" by the Count de Rocquigny.<sup>2</sup> These associations resemble the granger societies of this country and seem to be doing even more to promote co-operation in France than are their brother organizations here. Though only fifteen years old the syndicates now number 2,500 and have a membership of 800,000 farmers. They make possible for their members the joint purchase of materials and sale of products and the acquisition of the latest ideas in regard to agricultural methods. They serve as credit and insurance agencies and enable their members to secure cheap legal advice. Finally they combine into larger organizations and give the farmers of France a distinct political influence. The author writes of their services with the enthusiasm of a believer in the advantages of co-operation. At the same time he supports most

<sup>1</sup>*Le Régime du Travail dans les Principaux Ports de Mer de l'Europe.* Pp. 392. Louvain : Polleunis & Ceuterick, 1899.

<sup>2</sup>*Les Syndicats Agricoles et leur Oeuvre.* By the COMTE DE ROCQUIGNY. Pp. viii, 412. Price, 4 frs. Paris: Colin & Cie, 1900.



of his statements by citations from official sources and arrives at no conclusion that seems unwarranted by the facts he presents. As a whole the monograph is fully worthy a place in the valuable series to which it belongs.

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"THE TEMPERANCE PROBLEM AND SOCIAL REFORM,"<sup>1</sup> by Joseph Rowntree and Arthur Sherwell is an encyclopedia of information on the nature and extent of intemperance as a social evil and on legislative and other experiments to control it. It is an English work which passed through five editions within a few months last year, during the period when legislative action on a large scale was being discussed in England. The authors personally studied the workings of the Gothenburg system in Norway and Sweden, and they discuss with great fullness the character and results of prohibitive legislation in different countries. State monopoly and high license are also fully considered, but the authors seem to hope for the best results from the more general adoption of the Norwegian and Swedish methods, perhaps slightly modified to suit local needs. Nearly 200 pages of appendices furnish abundant statistics and other data for the study of the liquor problem, and the book seems to be unusually free from the narrowness and fanaticism which often characterize works of this character.

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"LONDON GOVERNMENT"<sup>2</sup> is an explanation of the changes made in the municipal organization of London by the act of 1899. The law of 1888 creating the Administrative County of London, was admittedly a tentative measure. The pronounced localism of amorphous London prevented, at that time, any solution which would concentrate all administrative power in one central authority. It was, therefore, no surprise that the London Government Act of 1899, made provision for the preservation of this localism by dividing the county of London into twenty-nine subordinate municipalities or boroughs, each possessing an organization similar to that of the regular English municipality. These administrative boroughs were created by grouping the old parishes and by conferring upon the governing authorities of the borough the powers of the old vestries or district boards, as well as those of the library, bath and burial boards, while a few unimportant powers were transferred from the county council.

This second step in the reconstruction of the government of Lon-

<sup>1</sup> Pp. xxiii, 632. London: Hodder & Stoughton, 1899.

<sup>2</sup> By J. R. SEAGER, L. C. C. Pp. 206. Price, 2s. 6. London, P. S. King & Son: 1900.

don has not resulted in the creation of separate, self-contained boroughs, but rather in the organization of a group of federated municipalities to attend to those matters which are local as distinguished from the general problems of the county of London. The London county council remains practically undisturbed in the exercise of its former powers, and the more important financial matters acted on by the borough councils require the consent of the county council and the Local Government Board. In addition to this supervision, the borough accounts must pass that same careful scrutiny which is in vogue for the other localities of England.

The new law is an important experiment with the borough system in a large urban centre and its practical working will be watched with great interest. Mr. Seager has placed the essential points of the plan before the reader in a useful and concise form.<sup>1</sup>

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THE SIXTH ANNUAL ABSTRACT OF LABOUR STATISTICS OF THE UNITED KINGDOM<sup>2</sup> for the year 1898 to 1899, has just appeared, and contains the usual tables on trade unions, co-operative societies, trade disputes, fluctuations in employment, rates of wages, hours of labor, etc. The completeness of the data presented testifies in an eloquent way to the greater maturity attained by labor organizations in the mother country. Questions which in the United States must still be answered by rough guess, have become there matters for exact statistical information. As compared with those for 1898, the figures for 1899 show gratifying improvement. The percentage of members of trade unions returned as unemployed fell from 3 per cent to 2.4 per cent. The membership of the unions increased from 1,611,384 to 1,644,591, while that of co-operative societies making returns increased from 1,511,152 to 1,593,279. As regards wages and hours of labor progress was even more marked. Weekly wages rose in the aggregate £85,820 during 1899, as compared with a rise of £80,815 during 1898. The hours of labor at the same time fell 114,114 hours during 1899, as compared with a fall of 81,917 hours in 1898. These figures show that the prosperity which the United States has enjoyed during the last year has not been, as so many American newspapers assume, merely a local phenomenon.

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THE "BUDGET" is just beginning to receive the attention it deserves from American writers on public finance. Students who wish to familiarize themselves with the most advanced continental opinions

<sup>1</sup> Contributed by Dr. Samuel E. Sparling, University of Wisconsin.

<sup>2</sup> Pp. xv, 214. Price, 11½ d. London: Eyre & Spottiswoode, 1900.

on this subject will find Dr. Karl Willgren's "*Das Staats-budget, dessen Aufbau und Verhältnis zur Staatsrechnung*,"<sup>1</sup> exceedingly serviceable. The work is meritorious not only because it brings together in condensed form the views of such authorities as von Stein, Wagner and Stourm, but because it presents original conceptions of the nature of the budget and of the distinction between direct and indirect taxes. As is so often the case with German works it is without an index.

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REVIEWS.

*The Distribution of Wealth: A Theory of Wages, Interest and Profits.* By JOHN BATES CLARK. Pp. xxviii, 445. Price, \$3.00. New York: The Macmillan Company, 1899.

"It is conceivable that production might go on in an organized way without any change in the character of the operation. Men might conceivably produce to the end of time the same kinds of goods, and they might do it by the same processes. Their tools and materials might never change, and they might not alter for the better or for the worse the amount of wealth that industry would yield. Social production can thus be thought of as static." (P. 28.) It is with such an imaginary static society that Professor Clark's work on *Distribution* deals. "Heroically theoretical" though it is, it differs less from other treatises on the same subject than might at first be supposed. A static society is simply a society in which "natural," "normal" or "competitive" standards prevail; consequently, as the author points out, every writer who speaks of "normal values" or the "normal rate of wages" has such a society more or less clearly in mind. In confining his attention to static relations Professor Clark thus merely adopts, with fuller self-consciousness, the same method that has been employed by all constructive economists since Adam Smith. His merit is to differentiate more sharply than any of his predecessors, a static society from the dynamic state in which we live and to formulate independently the laws applicable to the former, before he turns, as he proposes to do in a second volume, to the complicating circumstances of the latter.

The resulting study is full of original suggestion even to students conversant with the author's earlier writings. Not only is the conclusion as to the law of distribution essentially different from that of any other economist professing the "productivity theory," but the principles upon which it is based are all, or nearly all, fruits of Professor Clark's own analysis. Beginning logically with an emendation to the

<sup>1</sup>Pp. x, 137. Helsingfors: Central-Tryckeri, 1899.